CLAIMS

1. Braking device for a motor vehicle fitted with an air conditioning circuit (K) containing a cooling fluid, a compressor (K1) and an expansion valve (K2), this device itself including a first source of fluid (F1) selectively delivering a gaseous fluid at a relatively high pressure, a second source of fluid (F2) selectively delivering the gaseous fluid at a relatively low pressure, and a pneumatic brake booster (F3) comprising a variable volume working chamber (F30) and a control valve (F31) selectively actuated by a first or a second impulse to connect respectively the working chamber (F30) to the first (F1) or to the second (F2) source of fluid, characterized in that the first source of fluid (F1) comprises a first portion (KC1) of the air conditioning circuit (K), placed downstream of the compressor (K1) and upstream of the expansion valve (K2), in one direction of flow (X) of the cooling fluid in the air conditioning circuit (K).

2. Braking device according to Claim 1, characterized in that the second source of fluid (F2) comprises a second portion (KC2) of the air conditioning circuit, placed downstream of the expansion valve (K2) and upstream of the compressor (K1) in the direction of flow (X) of the cooling fluid.

3. Braking device according to any one of the preceding claims, characterized in that the first portion (KC1) of the air conditioning circuit comprises a high pressure accumulator (KS1).

4. Braking device according to any one of the preceding claims, characterized in that the second portion (KC2) of the air conditioning circuit comprises a low pressure accumulator (KS2).

5. Braking device according to any one of the preceding claims, characterized in that the valve (F31) is sensitive to an actuation signal (Sact) having selectively at least a first state (Sact1) or a second state (Sact2) and in that the first and second states (Sact1, Sact2) of the actuation signal (Sact) constitute respectively the first and second impulses for the valve (F31).

6. Braking device according to Claim 5, characterized in that it comprises at least two brake motors (F4, F5) moved by the booster (F3) and selectively adopting a mechanically locked state of the parking brake or a passive state without mechanical locking of the parking brake, a control signal generator (Gcom) suitable for selectively producing a control signal (Scom) and a signal combining circuit (Clog), this signal combining circuit delivering to the valve (F31) the actuation signal (Sact) in its first state (Sact1) in response to the simultaneous detection of the control signal (Scom) and of the mechanically unlocked state of the parking brake of the brake motors (F4, F5).